

## Nantucket Memorial Airport Master Plan Update

Appendix 6- Traffic Report



2015

Prepared for: Nantucket Memorial Airport Commission

**Prepared By** 



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In association with



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Appendix 6 – Traffic Report

# Nantucket Airport Traffic Analysis Report

Nantucket, MA

January 17, 2014

SUBMITTED BY:

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#### Introduction

This traffic impact study for the Nantucket memorial Airport examines current (2013) traffic volumes and operating conditions and compares them to historical (2002) traffic volumes and operating conditions along roadways providing access to the Nantucket Memorial Airport. Crash data at the study area intersections has been obtained from the MassDOT for the years 2009 to 2011 and is summarized in this report.

#### **Existing Conditions**

Existing roadway and traffic conditions were determined for the project study area. The project site with respect to the local roadway system is shown in Figure 1. The existing conditions analysis is based on traffic counts and field conditions. Information collected regarding roadway geometric conditions, traffic control, traffic volumes and peak period traffic operations are described below.

#### Study Area

The study area for the traffic study includes the critical intersections and roadways providing access to the Airport. The study area evaluated within this report includes Macy Lane, and Old South Road. Specifically, the study area includes the following intersections:

- Airport Entrance at Macy lane
- Airport Exit at Macy lane
- Old South Road at Macy Lane

#### Roadway Network

Macy Lane is a two lane north south collector type road with no shoulders that provides access to Old South road to the north of the airport and Nobadeer Beach to the south of the airport. It is the only public vehicular access route to the airport. Posted speed is 30 mph. Land use along Macy Lane is primarily commercial/industrial around the airport and large lot residential to the south of the airport.

Old South Road is an east west collector type road that intersects with Macy Lane approximately 1000 feet north of the airport driveways. It is a two-lane road that forms a rotary at the intersection of Milestone Road 1.8 miles to the west. Land use is primarily light commercial with single family residential to the north of the road. Speed limit on the road is 35 mph.







Approx. Scale: 1 " = 2,000 '

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#### Intersections

#### Airport Driveways at Macy Lane

The main airport access road provides one-way circular flow around the main parking lot as shown in Figure 2. There are two driveways along Macy Lane; the one to the south is used as the entrance, and the one to the north is used as the exit. Each driveway has one lane. Employee parking has a separate entrance/exit on Macy Lane, located opposite the main airport entrance.

#### Macy Lane at Old South Road

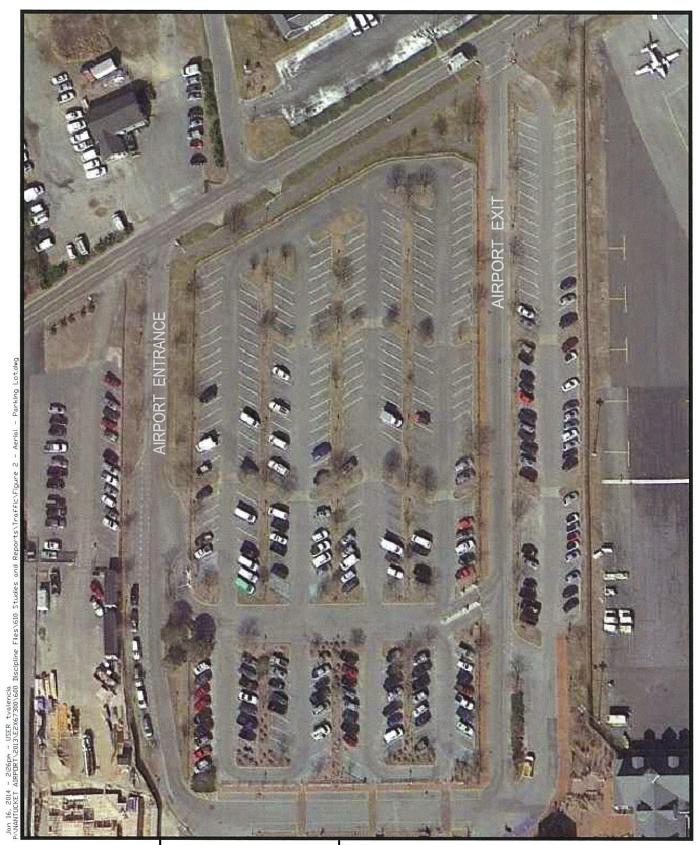
The intersection of Macy Lane and Old South Road is a four-way intersection with STOP sign control on all approaches. This intersection is proximate to the airport, which is located approximately 1,000 feet south on Macy Lane. Each approach of the intersection accommodates one genera-purpose lane serving all turning movements. Pavement markings are clearly delineated with double yellow center lines on the north, east and west approaches to the intersection. Cross walks are located on the north and east approaches. This intersection previously operated under two-way stop control on the Macy Street approaches. The intersection is shown in Figure 3.

#### Motor Vehicle Crash Data

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety management/traffic Operations Unit for the most recent three-year period available (2009 through 2011 inclusive) in order to examine motor vehicle crash trends occurring within the study area. No crashes were reported at either of the Airport Entrance and Airport Exit driveways at Macy Lane and one crash was reported in 2009 and 2011 at the Macy Lane/Old South Road intersection. Both crashes were property damage only, occurred during daylight and clear conditions. One crash was a rear-end and the other was a side-swipe crash. Based on two crashes over a three year period, there is no identifiable trend of motor vehicle crashes taking place.

#### Traffic Volumes

Base traffic conditions within the study area were developed by collecting automatic traffic recorder (ATR) and manual turning movement (TMC) counts at the study locations during the peak summer months. ATR counts were collected at the airport entrance and airport exit for a 4 day period from Friday August 30, 2013 to Monday September 2, 2013. A TMC was conducted at the intersection of Macy Lane and Old South Road from 9:00 AM to 11:00 AM and 4:00 PM to 8:00 PM on Friday, August 30, 3013. The typical morning peak hour was not used in this analysis because activity at the airport is low during that time period. Previous counts were taken in these areas in 2002.



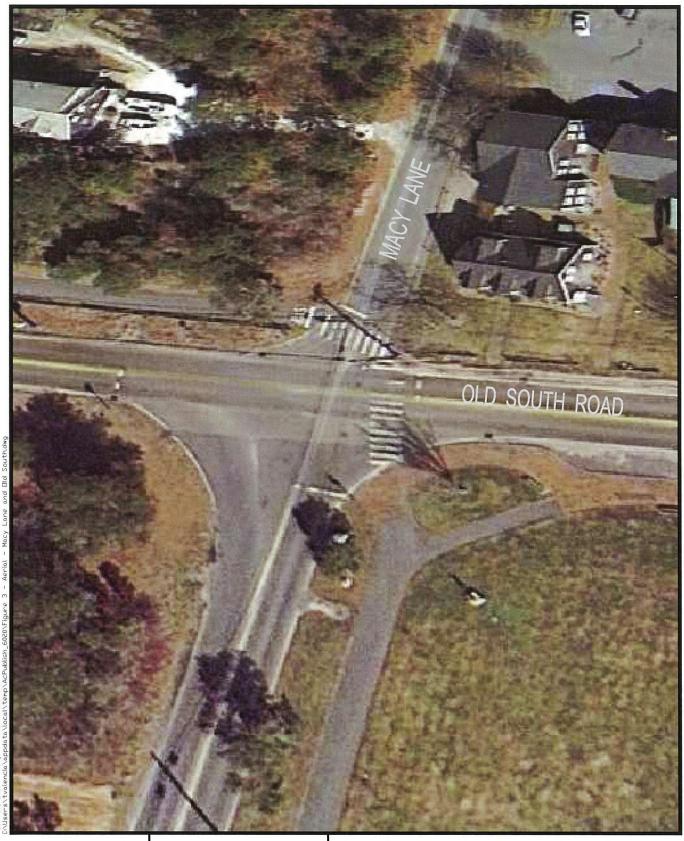




Approx. Scale: NTS

### AIRPORT DRIVEWAYS

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JACOBS'



Approx. Scale: NTS

### MACY LANE AT OLD SOUTH ROAD

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Figure 3

Seasonal traffic is significantly higher during the summer months due to tourist activity on the island, therefore, in order to provide peak existing summertime conditions, the observed traffic volumes were used with no adjustment.

Figure 4 shows the 2013 Peak Hour Traffic Turning Movements and Table 1 below shows the 2002 and 2013 hourly and daily traffic volumes as well as the percent change over the two time periods.

Table 1 - Traffic Volumes:  Midday  Location	Direction	2002 Midday Peak Hour	2013 Midday Peak Hour	% Change Per Year
Airport Entrance	Eastbound Total	<u>207</u> 207	<u>251</u> 251	1.77%
Airport Exit	Westbound Total	245 245	239 239	-0.23%
Macy Lane (North of Airport)	Northbound Southbound Total	309 <u>317</u> 626	284 <u>241</u> 525	-0.76% - <u>2.46%</u> -1.59%
Old South Road (West of Macy Lane)	Eastbound Westbound Total	596 <u>626</u> 1,222	352 <u>372</u> 724	-4.67% -4.62% -4.65%
PM Peak Location	Direction	2002 PM Peak Hour	2013 PM Peak Hour	% Change Per Year
Airport Entrance	Eastbound Total	195 195	130 130	-3.62%
Airport Exit	Westbound Total	<u>213</u> 213	146 146	-3.38%
Macy Lane (North of Airport)	Northbound Southbound Total	275 323 598	234 <u>260</u> 494	-1.46% -1.95% -1.72%
Old South Road (West of Macy Lane)	Eastbound Westbound	603 597	410 404	-3.45% -3.49%

Total

1,200

814

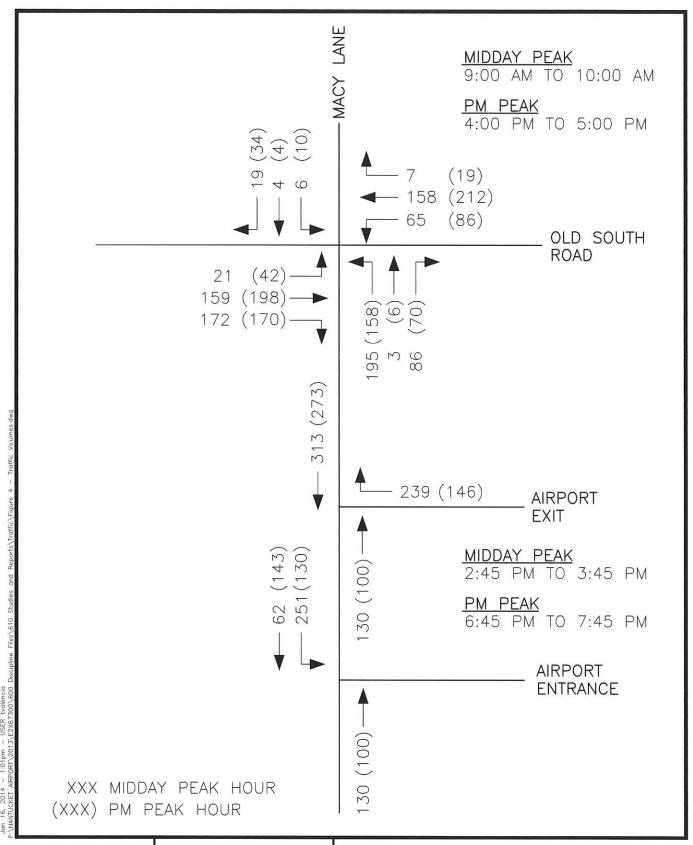
-3.47%

<u>Daily</u>				
•	•	2002	2013	% Change
Location	Direction	Daily	Daily	Per Year
Airport Entrance	Eastbound	<u>2,881</u>	<u>2,261</u>	-2.18%
	Total	2,881	2,261	
Airport Exit	Westbound	<u>3,399</u>	<u>2,303</u>	-3.48%
		3,399	2,303	
Macy Lane	Northbound	4,205	2,840	-3.51%
(North of Airport)	Southbound	<u>4,122</u>	<u>2,410</u>	<u>-4.76%</u>
	Total	8,327	5,250	-4.11%
				•
Old South Road	Eastbound	7,829	4,100	-5.71%
(West of Macy Lane)	Westbound	<u>7,601</u>	<u>4,040</u>	<u>-5.58%</u>
	Total	15,430	8,140	-5.65%

Source: 2002 volumes: Traffic Impact Study Nantucket Memorial Airport 2013 volumes: Airport Entrance and Exit from 2013 Automatic Traffic Recorder Counts (ATR), Macy Lane and Old South Road 2013 Turning Movement Counts (TMC), 2013 Daily volumes for 2013 Macy Lane and Old South Road determined by assuming k factor of 10% of peak hour.

#### **Traffic Operations**

Existing peak summer traffic operations in the traffic study area were assessed from both a quantitative and qualitative perspective for the midday and PM peak hours. The qualitative analysis is based on field observations made during peak traffic periods, while the quantitative analysis is based on calculated intersection operating levels of service as described in greater detail below.







Approx. Scale: NTS

### 2013 EXISTING PEAK HOUR VOLUMES

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Figure 4

#### Level of Service Criteria

Level of Service (LOS) is a term used to describe the quality of the traffic flow on a roadway at a particular point in time. It is an aggregate measure of travel delay, travel speed, congestion, driver discomfort, convenience, and safety based on a comparison of roadway facility capacity to travel demand. Operating levels of service are reported on a scale of A to F, with Level of Service A representing the best operating conditions and Level of Service F representing the worst operating conditions. Level of Service A represents free-flow conditions with little or no traffic delays, while Level of Service F represents a forced-flow condition with long delays and traffic demands routinely exceeding roadway capacity.

Roadway operating levels of service are calculated following procedures defined in the 2010 Highway Capacity Manual, published by the Transportation Research Board. Delay criteria for unsignalized intersections are calculated for the side street or minor street approach and for left turns from the major street. The specific criteria applied per 2000 Highway Capacity Manual are summarized in table xxx2.

Table 2 Level of Service Criteria (Unsignalized Intersections)

Level of	Delay (Sec./Veh.)
Service	
A	<10
В	10 to 15
С	15 to 25
D	25 to 35
Е	35 to 50
F	>50

#### Intersection Operating Conditions (Summer Peak)

Procedures described in the <u>2010 Highway Capacity Manual</u> (HCM) were used to determine existing peak summer operating levels of service at the study area intersections. Analysis results are based on data collected during peak summer conditions. The results, based on the traffic volume and roadway conditions presented, indicate that all locations operate at an acceptable level of service. The airport driveways operate at LOS A while the intersection of Macy Lane and Old South road operates at LOS B or C depending on the approach. While the change from two-way to four-way stop control has decreased delay on the Macy Lane approaches, it has increased delay on the Old South Road approaches. Tables 3 & 4 indicates the current level of service and the existing level of service from 2002.

Table 3 Existing Peak Summer Level of Service Summary – Midday Peak Hour

			2002			2013	
Location	Movement	V/C	Delay	LOS	V/C	Delay	LOS
Macy Lane at	Old South Road	0.01	7.7	A	0.617	17.2	С
Old South	EB Left-Thru-Right						
Road							
	Old South Road WB Left-Thru-Right	0.06	8.2	A	0.495	15	В
	Macy Lane NB Left-Thru-Right	0.79	42.5	Е	0.621	18.2	C
	Macy Lane SB Left-Thru-Right	0.08	12.1	В	0.08	10.1	В
	,						
Macy Lane at	Macy Lane	N/A	N/A	N/A	0.095	7.7	A
Airport	SB Left-Thru						
Entrance	:			<u>.</u>			
				,			
Macy Lane at	Airport Exit	N/A	N/A	N/A	0.289	10.6	В
Airport Exit	WB Left - Right						

Table 4 Existing Peak Summer Level of Service Summary – PM Peak Hour

			2002			2013	-
Location	Movement	V/C	Delay	LOS	V/C	Delay	LOS
Macy Lane at	Old South Road	0.03	7.8	A	0.621	17	С
Old South	EB Left-Thru-Right						
Road							
	Old South Road WB Left-Thru-Right	0.09	8.4	A	0.565	15.8	С
	Macy Lane NB Left-Thru-Right	0.95	77	F	0.472	14.4	В
	Macy Lane SB Left-Thru-Right	0.07	13.1	В	0.107	10.2	В
Macy Lane at Airport Entrance	Macy Lane SB Left - Thru	N/A	N/A	N/A	0.095	7.7	A
Macy Lane at Airport Exit	Airport Exit WB Left - Right	N/A	N/A	N/A	0.17	9.6	A

N/A = Not available, Airport Entrance SB analyzed with exclusive left lane to determine effect of left turning vehicles on the approach.

#### **Conclusions**

Jacobs (formerly Edwards and Kelcey) recommended the implementation of a four-way stop sign at the Macy Lane/Old South Road intersection in the 2002 Traffic and Transportation Infrastructure Report. The four-way stop has been implemented and the future 2007 capacity analysis results from the report closely match the current 2013 traffic level of service and delays. Traffic volumes since 2002 have decreased as much as to 4.65% per year on each approach since 2002. The study area intersections are capable of handling increased traffic volumes as originally projected in the 2002 report.

## Traffic Counts



N/S: Macy Lane/ Airport Road E/W: Old South Road

E/W: Old South Road City, State: Nantucket, MA Client: Jacobs/ P. Vasiliou

P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com File Name : 133493 A Site Code : E2X67300 Start Date : 8/30/2013

Page No : 1

Groups Printed- Cars

		Macy La	ane			Old Sout		aps Frinte		Airport	Road			Old South	Road		
		From No			,	From				From S				From V			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
09:00 AM	. 8	0	3	0	2	42	23	0	22	1	59	0	50	45	5	0	260
09:15 AM	2	2	2	0	1	26	14	0	26	0	66	0	43	35	9	0	226
09:30 AM	1	1	1	0	1	37	13	0	15	1	41	0	34	31	3	0	179
09:45 AM	8	0	0	0	2	37	10	0	20	1	26	0	39	35	4	0	182
Total	19	3	6	0	6	142	60	0	83	3	192	0	166	146	21	0	847
10:00 AM	5	0	1	0	1	20	12	0	10	0	41	0	23	30	3	0	146
10:15 AM	6	0	3	0	1	28	13	0	19	0	26	0	31	43	3	0	173
10:30 AM	6	1	2	0	1	36	9	0	14	2	27	0	30	35	4	0	167
10:45 AM	6	0	1	0	1	32	30	0	13	0	47	0	40	34	3	. 0	207
Total	23	1	7	0	4	116	64	0	56	2	141	0	124	142	. 13	0	693
Grand Total	42	4	13	0	10	258	124	0	139	5	333	0	290	288	34	0	1540
Apprch %	71.2	6.8	22	0	2.6	65.8	31.6	0	29.1	1	69.8	0	47.4	47.1	5.6	0	
Total %	2.7	0.3	0.8	0	0.6	16.8	8.1	0	9	0.3	21.6	. 0	18.8	18.7	2.2	0	

			lacy La rom No					South From Ea					rport R rom So		:			South rom W			
Start Time		Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Rìght	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
Peak Hour Analysis Peak Hour fo						no am															
09:00 AM	8	0	3	0	11	2	42	23	0	67	22	1	59	Ω	82	50	45	5	0	100	260
09:15 AM	2	2	2	ō	6	1	26	14	ō	41	26	Ö	66	ŏ	92	43	35	9	ŏ	87	226
09:30 AM	1	1	1	0	3	1	37	13	0	51	15	1	41	0	57	34	31	3	Ō	68	179
09:45 AM	. 8	0	0	0	. 8	2	37	10	0	49	20	1	26	0	47	39	35	4	0	78	182
Total Volume	19	3	6	0	28	6	142	60	0	208	83	3	192	0	278	166	146	21	0	333	847
% App. Total	67.9	10.7	21.4	0		2.9	68.3	28.8	0		29.9	1.1	69.1	. 0		49.8	43.8	6.3	0		
PHF	.594	.375	.500	.000	.636	.750	.845	.652	.000	.776	.798	.750	.727	.000	.755	.830	.811	.583	.000	.833	.814



N/S: Macy Lane/ Airport Road E/W: Old South Road

E/W: Old South Road City, State: Nantucket, MA Client: Jacobs/ P. Vasiliou

P.O.Box 301 Berlin, MA 01503 Office: 508,481,3999 Fax: 508,545,1234 Email: datarequests@pdillc.com File Name: 133493 A Site Code: E2X67300

Start Date : 8/30/2013

								rinted- He	avy Vehic								
		Macy L				Old Sout				Airport	Road			Old South	Road		
		From N				From				From S				From V	Vest		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
09:00 AM	0	0	0	0	0	6	0	0	0	0	1	. 0	0	0	0	0	7
09:15 AM	0	0	0	0	0	1	2	0	2	0	1	0	0	3	0	0	9
09:30 AM	0	0	0	0	0	3	2	0	0	0	1	0	5	3	0	0	14
09:45 AM	. 0	. 1	0	. 0	1	6	1	0	1	0	0	0	1	7	0	0	18
Total	0	1	0	0	1	16	5	0	3	0	3	0	6	13	. 0	0	48
10:00 AM	1	.0	0	0	0	4	0	0	0	0	2	0	2	1	0	0	10
10:15 AM	0.	0	0	. 0	0	2	0	0	1	0	1	0	1	5	0	0	10
10:30 AM	0	0	0	0	0	6	2	0	0	0	3	0	2	1	0	0	14
10:45 AM	0	0	0	0	1	6	0	0	. 1	0	0	0	2	2	0	0	12
Total	1	0	0	0	1	18	2	0	2	0	6	0	7	9	0	0	46
																·	
Grand Total	1	1	0	0	2	34	7	0	5	0	9	0	13	22	0	0	94
Apprch %	50	50	0	0	4.7	79.1	16.3	0	35.7	0	64.3	0	37.1	62.9	0	0	
Total %	1.1	1.1	0	0	2.1	36.2	7.4	0	5.3	0	9.6	0	13.8	23.4	0	0	

			lacy La					South				Ai	irport R	oad			Old	South	Road		
		F	rom No	rth			F	rom Ea	st			F	rom So	uth			F	rom We	est		
Start Time			Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Rìght	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis																					
Peak Hour fo	r Entire	e Inters	section	Begin	s at 09:	30 AM															
09:30 AM	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	5	3	0	0	8	14
09:45 AM	0	1	0	0	1	1	6	1	0	8	1	0	0	0	1	1	7	0	0	8	18
10:00 AM	1	0	0	0	1	0	4	0	0	4	0	0	2	0	2	2	1	0	0	3	10
10:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	1	. 2	0	0	6	10
Total Volume	1	1	0	0	2	1	15	3	0	19	2	0	4	0	6	9	16	0	0	25	52
% App. Total	50	50	0	0		5.3	78.9	15.8	0		33.3	0	66.7	0		36	64	0	0		
PHF	.250	.250	.000	.000	.500	.250	.625	.375	.000	.594	.500	.000	.500	.000	.750	.450	.571	.000	.000	.781	.722



N/S: Macy Lane/ Airport Road E/W: Old South Road City, State: Nantucket, MA Client: Jacobs/ P. Vasiliou

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File Name: 133493 A Site Code: E2X67300

Start Date : 8/30/2013 Page No : 1

Groups Printed- Cars - Heavy Vehicles

		Macy L From N	lorth			Old Sout	East			Airport From S	outh			Old Sout	Vest		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
09:00 AM	8	0	3	0	2	48	23	0	22	1	60	0	50	45	5	0	267
09:15 AM	2	2	2	0	1	27	16	0	28	0	67	0	43	38	9	0	235
09:30 AM	1	1	1	0	1	40	15	0	15	1	42	0	39	. 34	3	0	193
09:45 AM	8	1	0	0	3	43	11	0	21	1	26	0	40	42	4	0	200
Total	19	4	6	0	. 7	158	65	0	86	3	195	0	172	159	21	0	895
10:00 AM	6	0	1	0	1	24	12	0	10	0	43	0	25	31	3	0	156
10:15 AM	6	0	3	0	1	30	13	0	20	0	27	0	32	48	3	0	183
10:30 AM	6	1	2	0	1	42	11	0	14	2	30	0	32	36	4	0	181
10:45 AM	6	0	1	0	2	38	30	0	14	0	47	0	42	36	3	0	219
Total	24	1	7	0	5	134	66	0	58	2	147	0	131	151	13	0	739
Grand Total	43	5	13	0	12	292	131	0	144	5	342	0	303	310	34	0	1634
Apprch %	70.5	8.2	21.3	0	2.8	67.1	30.1	0	29.3	1	69.7	0	46.8	47.9	5.3	0	
Total %	2.6	0.3	8.0	0	0.7	17.9	8	0	8.8	0.3	20.9	0	18.5	19	2.1	0	
Cars	42	4	13	0	10	258	124	0	139	5	333	0	290	288	34	0	1540
% Cars	97.7	80	100	0	83.3	88.4	94.7	0	96.5	100	97.4	0	95.7	92.9	100	0	94.2
Heavy Vehicles	1	1	0	0	2	34	7	0	5	0	9	0	13	22	0	0	94
% Heavy Vehicles	2.3	20	0	0	16.7	11.6	5.3	0	3.5	0	2.6	0	4.3	7.1	0	0	5.8

			lacy La rom No					South rom Ea					rport Re				557 5300	South I	300000000000000000000000000000000000000		-
Start Time	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
Peak Hour Analysis	From 09:	00 AM to	10:45 AM	- Peak 1 c	of 1																
Peak Hour fo	r Entire	e Inters	section	Begin	s at 09:0	MA 00															
09:00 AM	8	0	3	0	11	2	48	23	0	73	22	1	60	0	83	50	45	5	0	100	267
09:15 AM	2	2	2	0	6	1	27	16	0	44	28	0	67	0	95	43	38	9	0	90	235
09:30 AM	1	1	1	0	3	1	40	15	0	56	15	1	42	0	58	39	34	3	0	76	193
09:45 AM	8	1	0	0	9	3	43	11	0	57	21	1	26	0	48	40	42	4	0	86	200
Total Volume	19	4	6	0	29	7	158	65	0	230	86	3	195	0	284	172	159	21	0	352	895
% App. Total	65.5	13.8	20.7	0		3	68.7	28.3	0		30.3	1.1	68.7	0		48.9	45.2	6	0		
PHF	.594	.500	.500	.000	.659	.583	.823	.707	.000	.788	.768	.750	.728	.000	.747	.860	.883	.583	.000	.880	.838
Cars	19	3	6	0	28	6	142	60	0	208	83	3	192	0	278	166	146	21	0	333	847
% Cars	100	75.0	100	0	96.6	85.7	89.9	92.3	0	90.4	96.5	100	98.5	0	97.9	96.5	91.8	100	0	94.6	94.6
Heavy Vehicles	0	1	0	0	1	1	16	5	0	22	3	0	3	0	6	6	13	0	0	19	48
% Heavy Vehicles	0	25.0	0	0	3.4	14.3	10.1	7.7	0	9.6	3.5	0	1.5	0	2.1	3.5	8.2	0	0	5.4	5.4



N/S: Macy Lane/ Airport Road E/W: Old South Road

E/W: Old South Road
City, State: Nantucket, MA
Client: Jacobs/ P. Vasiliou

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Start Date : 8/30/2013

***						G	roups Pr	inted-Pe	ds and Bike	es							
		Macy L From N			ı	Old South From E				Airport F				Old South From W			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
09:00 AM	0	0	0	12	0	0	1	9	0	0	0	0	0	0	0	0	22
09:15 AM	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	7
09:30 AM	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	12
09:45 AM	0	0	1	7	0	0	0	4	0	0	0	0	0	0	0	0	12
Total	0	0	.1	29	1	0	1	21	0	0	0	0	0	0	0	0	53
10:00 AM	0	0	0	5	1	0	0	11	0	0	0	0 1	0	0	0	0	17
10:15 AM	0	0	0	2	0	0	0	2	0	0	0	0	Ó	0	0	0	4
10:30 AM	0	0	0	7	0	0	0	5	0	0	0	0	Ō	Ō	0	ō	12
10:45 AM	0	0	0	8	0	0	0	10	0	0	0	0	Ö	ō	ō	1	19
Total	0	0	0	22	1	0	0	28	. 0	0	0	0	0	0	0	1	52
Grand Total	0	0 .	1	51	2	0	1	49	0	0	0	0	0	0	0	1	105
Apprch %	0	0	1.9	98.1	3.8	0	1.9	94.2	0	0	0	ol	0	0	0	100	
Total %	0	0	1	48.6	1.9	n	1	46.7	n	Ō	ñ	ام	ñ	ñ	ñ	1	

			lacy La rom No					South rom Ea					rport Ro					South rom We			
Start Time		Thru	Left			Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis																					
Peak Hour fo	r Entire	e Inters	ection	ı Begin	s at 09:0	MA 00															
09:00 AM	0	0	0	12	12	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	22
09:15 AM	0	0	0	5	5	0	0	0	2	2	0	0	0	. 0	0	0	0	0	0	0	7
09:30 AM	0	0	0	5	5	1	0	0	6	7 !	0	0	0	0	0	0	0	0	0	0	- 12
09:45 AM	0	0	1	7	8	0	0	0	4	4	0	0	0	0	. 0	0	0	0	0	0	12
Total Volume	0	0.	1	29	30	1	0	1	21	23	0	0	0	0	0.	0	0	0	. 0	0	53
% App. Total	0	0	3.3	96.7		4.3	0	4.3	91.3	i	0	0	0	0	1	0	0	0	0		
PHF	.000	.000	.250	.604	.625	.250	.000	.250	.583	.575	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.602

N/S: Macy Lane/ Airport Road

E/W: Old South Road

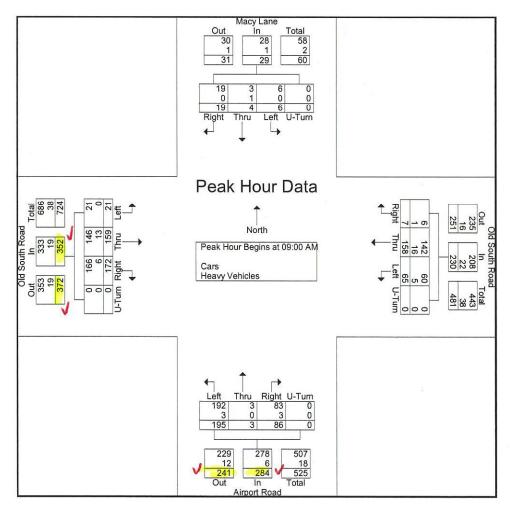
City, State: Nantucket, MA Client: Jacobs/ P. Vasiliou



P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com File Name: 133493 A Site Code: E2X67300

Start Date : 8/30/2013

			lacy La rom No					South From Ea					rport R					South rom We			
	Right		Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
Peak Hour Analysis																					
Peak Hour fo	r Entire	eInters	section	Begin	s at 09:0	00 AM															
09:00 AM	8	0	3	0	11	2	48	23	0	73	22	1	60	0	83	50	45	5	0	100	267
09:15 AM	2	2	2	0	6	1	27	16	0	44	28	0	67	0	95	43	38	9	0	90	235
09:30 AM	1	1	1	0	3	1	40	15	0	56	15	1	42	0	58	39	34	3	0	76	193
09:45 AM	8	1	0	0	9	3	43	11	0	57	21	1	26	0	48	40	42	4	0	86	200
Total Volume	19	4	6	0	29	7	158	65	0	230	86	3	195	0	284	172	159	21	0	352	895
% App. Total	65.5	13.8	20.7	0		3	68.7	28.3	0		30.3	1.1	68.7	0		48.9	45.2	6	0		
PHF	.594	.500	.500	.000	.659	.583	.823	.707	.000	.788	.768	.750	.728	.000	.747	.860	.883	.583	.000	.880	.838
Cars	19	3	6	0	28	6	142	60	0	208	83	3	192	0	278	166	146	21	0	333	847
% Cars	100	75.0	100	0	96.6	85.7	89.9	92.3	0	90.4	96.5	100	98.5	0	97.9	96.5	91.8	100	0	94.6	94.6
Heavy Vehicles	0	1	0	0	1	1	16	5	0	22	3	0	3	0	6	6	13	0	0	19	48
% Heavy Vehicles	0	25.0	0	0	3.4	14.3	10.1	7.7	0	9.6	3.5	0	1.5	0	2.1	3.5	8.2	0	0	5.4	5.4





N/S: Macy Lane/ Airport Road E/W: Old South Road

City, State: Nantucket, MA Client: Jacobs/ P. Vasiliou

P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com File Name : 133493 AA Site Code : E2X67300 Start Date : 8/30/2013

								ps Printe	d- Cars								
		Macy L From N				Old Sout				Airport I				Old Sout			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru		U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	12	0	3	0	6	54	19	0	18	2	33	0	36	52	9	0	244
04:15 PM	6	1	2	0	8	52	25	0	11	1	40	0	44	44	12	0	246
04:30 PM	9	1	1	0	1	64	22	0	21	0	35	0	44	41	12	ol	251
04:45 PM	5	2	. 4	0	4	37	19	0	20	3	47	· 0	40	51	8	0	240
Total	32	4	10	0	19	207	85	0	70	6	155	0	164	188	41	0	981
05:00 PM	5	0	0	0	1	46	16	0	9	2	41	0	36	47	7	0	210
05:15 PM	10	0	2	0	3	39	21	0	11	2	50	0	55	41	7	0	241
05:30 PM	6	2	2	0	4	35	· 15	0	15	0	48	0	46	41	11	0	225
05:45 PM	15	1	. 3	0	3	42	16	0	17	. 2	45	0	42	33	13	0	232
Total	36	3	7	0	11	162	68	0	52	6	184	0	179	162	38	0	908
06:00 PM	7	2	3	0	. 2	30	10	0	17	0	38	0	50	29	7	0	195
06:15 PM	5	2	5	0	2	18	16	0	9	3	41	0	44	27	14	0	186
06:30 PM	7	3	3	0	5	37	12	0	19	3	51	0	34	35	7	0	216
06:45 PM	12	11	4	0	1	25	13	0	. 19	4	40	0	32	18	9	0	178
Total	31	-8	15	0	10	110	51	0	64	10	170	0	160	109	37	0	775
07:00 PM	8	1	2	0	3	36	12	0	11	2	37	0	30	23	6	0	171
07:15 PM	7	1	2	0	3	22	14	0	7	0	32	0	44	26	3	0	161
07:30 PM	9	0	3	0	4	28	8	0	17	3	34	0	28	32	4	0	170
07:45 PM	7	1	1	0	. 3	22	7	0	15	1	21	0	28	25	7	0	138
Total	31	3	8	0	13	108	41	0	50	6	124	0	130	106	20	0	640
Grand Total	130	18	40	0	53	587	245	0	236	28	633	0	633	565	136	0	3304
Apprch %	69.1	9.6	21.3	0	6	66.3	27.7	0	26.3	3.1	70.6	0	47.5	42.4	10.2	0	
Total %	3.9	0.5	1.2	0	1.6	17.8	7.4	0]	7.1	8.0	19.2	0	19.2	17.1	4.1	0	

			lacy La rom No					South rom Ea					rport R rom So			·		South I			
Start Time					App. Total	Rìght	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
Peak Hour Analysis																					
Peak Hour fo	r Entire	e Inters	section	Begin	s at 04:0	00 PM														,	
04:00 PM	12	0	3	0	15	6	54	19	0	79	18	2	33	0	53	36	52	9	0	97	244
04:15 PM	6	1	2	0	9	8	52	25	0	85	11	1	40	0.	52	44	44	12	0	100	246
04:30 PM	9	1	1	0	11	1	64	22	0	87	21	0	35	0	56	44	41	12	0	97	251
_ 04:45 PM	5	2	4	0	11	4	37	19	0	60	20	3	47	0	70	40	51	8	0	99	240
Total Volume	32	4	10	0	46	19	207	85	0	311	70	6	155	0	231	164	188	41	0	393	. 981
_% App. Total	69.6	8.7	21.7	0		6.1	66.6	27.3	0		30.3	2.6	67.1	0		41.7	47.8	10.4	0		
PHF	.667	.500	.625	.000	.767	.594	.809	.850	.000	.894	.833	.500	.824	.000	.825	.932	.904	.854	.000	.983	.977

PRECISION D A T A INDUSTRIES, LLC

N/S: Macy Lane/ Airport Road E/W: Old South Road

City, State: Nantucket, MA
Client: Jacobs/ P. Vasiliou

P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdilic.com File Name: 133493 AA

Site Code : E2X67300 Start Date : 8/30/2013

,									inted- He	avy Vehicl								
			Macy La From No		ļ		Old Souti From I				Airport From S				Old South			
-	Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right I	From V	Left	U-Turn	Int. Total
	04:00 PM	0	0	0	0	0	0	1	0	0	0	1	0-14(1)	2	3	0	0	7
	04:15 PM	1	Õ	õ	ŏ l	ñ	1	ò	o l	Õ	ñ	1	اة	1	3	ñ	ñ	7
	04:30 PM	1	. 0	ñ	ň	ñ	2	ŏ	ŏ	ŏ	ő	1	ŏ	1	3	1	0	9
	04:45 PM	Ö	Ö	ō	ō	ŏ	2	ŏ	ŏ	ŏ	ő	ó	ŏl	2	1	ò	ŏ	5
	Total	2	0	ō	0	0	5	1	. 0	0	0	3	0	6	10	1	0	28
			_	_	- 1	_	_	•	,	•	•	•	- 1	•		•	• 1	
	05:00 PM	0	0	0	0	0	2	1	0	0	0	1	0	3	1	2	0	10
	05:15 PM	0	0	0	0	0	3	0	0	1	0	1	o	1	6	0	0	12
	05:30 PM	0	0	0	0	0	0	1	0	0	0	1	٥l	0	Ō	Ö	ō	2
	05:45 PM	0	0	0	0	0	1	1	0	0	0	0	o l	2	1	0	0	5
	Total	0	0	0	0	0	6	3	0	1	0	3	0	6	8	2	Ō	29
	,				'				,				'				- 1	
	06:00 PM	0	0	0	0	0	0	0	0	2	0	1	0	1	2	0	0	6
	06:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	2	3	0	0	7
	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	06:45 PM	0	0	0	0	. 0	2	0	0	0	0	0	0	1	1	0	0	4
	Total	0	0	0	0	.0	3	0	0	3	0	1	0	5	6	0	0	18
					,				, ,								'	
	07:00 PM	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4
	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
	07:45 PM	0	0	0	0	0	2	. 0	0	0	0	0	0	0	0	0	0	2
	Total	1	0	0	0	2	3	0	. 0	0	0	0	0	0	5	0	0	11
	,																	
1	Grand Total	3	0	0	0	2	17	4	0	4	0	7	0	17	29	3	0	86
	Apprch %	100	0	0	0	8.7	73.9	17.4	0	36.4	0	63.6	0	34.7	59.2	6.1	0	
	Total %	3.5	0	0	0	2.3	19.8	4.7	0	4.7	0	8.1	0	19.8	33.7	3.5	0	

			lacy La rom No					South:				Ai	rport R					South			
								rom Ea					rom So	utn				rom W			
Start Time		Thru )	Left	U-Tum	App. Total	Right	Thru	Left	U-Tum	App. Total	Rìght	Thru )	Left	U-Turn )	App. Total	Right	Thru	Left	U-Turn !	App. Total	Int. Total
Peak Hour Analysis	From 04:	00 PM to (	05:45 PM	- Peak 1 o	f 1																
Peak Hour fo	r Entire	e Inters	section	Begins	at 04:	30 PM															
04:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	1	3	1	0	5	9
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	5
05:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	3	1	2	0	6	10
05:15 PM	0	0	0	0	0	0	. 3	0	0	3	1	0	1	0	2	1	6	0	0	7	12
Total Volume	1	0	0	0	1	0	9	1	0	10	1	0	3	0	4	7	11	3	0	21	36
% App. Total	100	- 0	0	0		0	90	10	0		25	0	75	0		33.3	52.4	14.3	0		
PHF	.250	.000	.000	.000	.250	.000	.750	.250	.000	.833	.250	.000	.750	.000	.500	.583	.458	.375	.000	.750	.750



N/S: Macy Lane/ Airport Road E/W: Old South Road City, State: Nantucket, MA Client: Jacobs/ P. Vasiliou

P.O.Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com

File Name: 133493 AA

Site Code : E2X67300 Start Date : 8/30/2013

								ed- Cars -	Heavy Ve								
		Macy L From N				Old Souti From I				Airport From S				Old Sout			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	12	0	3	0	6	54	20	0	18	2	34	0	38	55	9	0	251
04:15 PM	7	1	2	0	8	53	25	0	11	1	41	0	45	47	12	0	253
04:30 PM	10	1	1	0	1	66	22	. 0	21	0	36	0	45	44	13	0	260
04:45 PM	5	2	4	0	4	39	19	0	20	3	47	0	42	52	8	0	245
Total	34	4	10	0	19	212	86	0	70	6	158	0	170	198	42	0	1009
05:00 PM	5	0	0	. 0	1	48	17	0	9	2	42	0	39	48	9	0	220
05:15 PM	10	0	2	0	3	42	21	0	12	2	51	0	56	47	7	0	253
05:30 PM	6	2		0	4	35	16	0	15	0	49	0	46	41	11	0	227
05:45 PM	15	1	3	0	3	43	17	0	17	2	45	0	44	34	13	0	237
Total	36	3	7	0	11	168	71	0	53	6	187	0	185	170	40	0	937
06:00 PM	7	2	3	0	2	30	10	0	19	0	39	0	51	31	7	0	201
06:15 PM	5	2	5	0	2	19	16	0	10	3	41	0	46	30	14	0	193
06:30 PM	7	3	3	0	5	37	12	0	19	3	51	0	35	35	7	0	217
06:45 PM	12	1	4	0	1	27	13	0	19	4	40	0	33	19	9	0	182
Total	31	8	15	0	10	113	51	0	67	10	171	0	165	115	37	0	793
07:00 PM	9	1	2	0	5	37	12	0	11	2	37	0	30	23	6	0	175
07:15 PM	7	1	2	0	3	22	14	0	7	0	32	0	44	28	3	0	163
07:30 PM	9	0	3	0	4	28	8	0	17	3	34	0	28	35	4	0	173
07:45 PM	7	1	1	0	3	24	7	0	15	1	21	0	28	25	7	0	140
Total	32	3	8	0	15	111	41	0	50	6	124	0	130	111	20	0	651
Grand Total	133	18	40	0	55	604	249	0	240	28	640	0	650	594	139	0	3390
Apprch %	69.6	9.4	20.9	0	6.1	66.5	27.4	0	26.4	3.1	70.5	0	47	43	10.1	0	
Total %	3.9	0.5	1.2	0	1.6	17.8	7.3	0	7.1	0.8	18.9	0	19.2	17.5	4.1	0	
Cars	130	18	40	0	53	587	245	0	236	28	633	0	633	565	136	0	3304
% Cars	97.7	100	100	0	96.4	97.2	98.4	0	98.3	100	98.9	0	97.4	95.1	97.8	0	97.5
Heavy Vehicles	3	0	0	0	2	17	4	0	4	0	7	0	17	29	3	0	86
% Heavy Vehicles	2.3	0	0	0	3.6	2.8	1.6	0	1.7	0	1.1	0	2.6	4.9	2.2	0	2.5

			lacy La rom No					South rom Ea					rport R rom So					South rom W			
Start Time	Right	Thru	Left			Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Int. Total
Peak Hour Analysis																					
Peak Hour fo	r Entire	e Inters	section	Begin	s at 04:0	00 PM															
04:00 PM	12	0	3	0	15	6	54	20	0	80	18	2	34	0	54	38	55	9	0	102	251
04:15 PM	7	1	2	0	10	8	53	25	0	86	11	1	41	0	53	45	47	12	0	104	253
04:30 PM	10	1	1	0	12	1	66	22	0	89	21	0	36	0	57	45	44	13	0	102	260
04:45 PM	5	2	4	0	11	4	39	19	0	62	20	3	47	0	70	42	52	8	0	102	245
Total Volume	34	4	10	0	48	19	212	86	0	317	70	6	158	0	234	170	198	42	0	410	1009
% App. Total	70.8	8.3	20.8	0		6	66.9	27.1	0		29.9	2.6	67.5	0		41.5	48.3	10.2	0		
PHF	.708	.500	.625	.000	.800	.594	.803	.860	.000	.890	.833	.500	.840	.000	.836	.944	.900	.808	.000	.986	.970
Cars	32	4	10	0	46	19	207	85	0	311	70	6	155	0	231	164	188	41	0	393	981
% Cars	94.1	100	100	0	95.8	100	97.6	98.8	0	98.1	100	100	98.1	0	98.7	96.5	94.9	97.6	0	95.9	97.2
Heavy Vehicles	2	0	0	0	2	0	5	1	0	6	0	0	3	0	3	6	10	1	0	17	28
% Heavy Vehicles	5.9	0	0	0	4.2	0	2.4	1.2	0	1.9	0	0	1.9	0	1.3	3.5	5.1	2.4	0	4.1	2.8

PRECISION D A T A INDUSTRIES, LLC

N/S: Macy Lane/ Airport Road E/W: Old South Road

City, State: Nantucket, MA Client: Jacobs/ P. Vasiliou

P.O.Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com File Name: 133493 AA Site Code: E2X67300

Start Date : 8/30/2013

								inted- Ped	is and Bik								
		Macy L			(	old South				Airport F				Old South			
Start Time	Right	From No	Left	Peds	Right	From E	ast Left	Peds	Right	From So	Left	Peds	Right	From W	lest Left l	Peds	Int. Total
04:00 PM	0	0	0	4	0	0	0	6	0	0	0	0	n n	0	0	0	10
04:15 PM	ñ	n	Ô	9	n	ő	ŏ	5	Ö	Ô	o o	ŏl	ñ	n	0	ő	14
04:30 PM	ñ	ñ	1	12	n	ŏ	ŏ	10	ő	ŏ	Ö	ŏl	n	ñ	0	ŏ	23
04:45 PM	Õ	0.	2	11	1	ŏ	ŏ	'1	Ö	Ö	Ö	ŏl	n	0	0	. 0	15
Total	. 0	ō	3	36	<u> </u>	0	0	22	0	0	0	0	0	0	0	0	62
•												- 1				- 1	
05:00 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	0	12	0	0	1	5	0	0	0	ol	1	0	0	0	19
05:30 PM	0	0	0	9	0	0	0	12	0	0	0	0	0	0	0	0	21
05:45 PM	0	0	0	8	0	1	0	8	0	0	0	1	0	0	0	0	18
Total	0	0	0	37	0	1	1	25	0	0	0	1	1	0	0	0	66
06:00 PM	0	0	0	6	0	0	0	12	0	0	0	0	0	0	0	0	18
06:15 PM	0	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	15
06:30 PM	0	0	0	17	0	0	0	15	0	0	0	0	0	0	0	0	32
06:45 PM	0	0	0	15	0	0	0	8	0	0	0	0	0	0	0	. 0	23
Total	0	0	0	47	0	0	0	41	0	0	0	0	0	0	0	0	88
07:00 PM	0	0	0	3	0	0	0	3	0	0	0	οl	0	0	^	0	•
07:15 PM	Ö	o o	ő	11	0	0	0	4	0	0	0	ŏ	0	0	0	0	6 15
07:30 PM	0	Ô	0	',	0	0	0	9	0	0	0	8	0	0	0	0	10
07:45 PM	Ö	o O	ő	7	0	Ö	0	8	0	0	0	0	Ô	0	0	0	15
Total	<del>- 5</del> -	- 0	0	22	0	0	- 0	24	- 0	0	0	. 0	0	0	0	0	46
Total	Ū	0.	Ū	22	U	Ū	Ŭ	24	U	U	U	O į	U	Ü	U	o <sub>i</sub>	40
Grand Total	0	0	3	142	1	1	1	112	0	0	0	1	1	0	0	0	262
Apprch %	0	0	2.1	97.9	0.9	0.9	0.9	97.4	0	0	0	100	100	0	0	0	
Total %	0	0	1.1	54.2	0.4	0.4	0.4	42.7	0	0	0	0.4	0.4	0	0	0	

			lacy La rom No					South rom Ea					rport Re					South rom We			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis												١.									
Peak Hour fo	r Entire	e Inters	section	Begin	s at 05:0	00 PM	•														
05:00 PM	0	0	0	8	8	0	0	. 0	0	0	0	0	0	0	0	0	. 0	0	0	0	8
05:15 PM	0	0	0	12	12	0	0	1	5	6	0	0	0	0	0	1	0	0	0	1	19
05:30 PM	0	0	0	9	9	0	0	0	12	12	0	0	′ 0	0	0	0	0	0	0	0	21
05:45 PM	0	0	0	8	. 8	0	1	0	8	9	0	0	0	1	1	0	0	0	0	0	18
Total Volume	0	0	0	37	37	0	1	1	25	27	0	0	0	1	1	1	0	0	0	1	66
_% App. Total	0	0	0	100		0	3.7	3.7	92.6		Ò	0	0	100		100	0	0	0		
PHF	.000	.000	.000	.771	.771	.000	.250	.250	.521	.563	.000	.000	.000	.250	.250	.250	.000	.000	.000	.250	.786

PRECISION D A T A INDUSTRIES, LLC

N/S: Macy Lane/ Airport Road

E/W: Old South Road

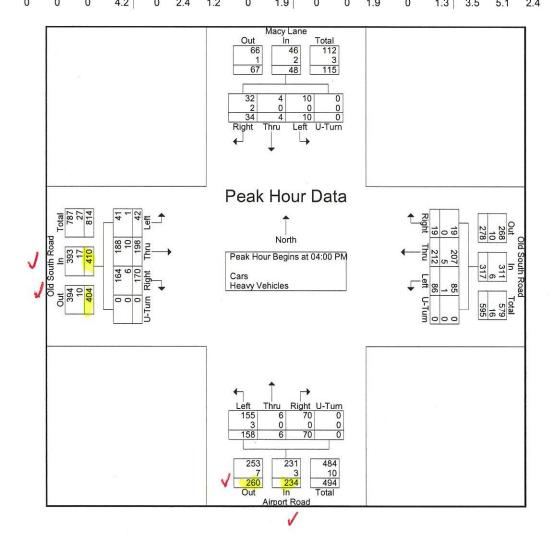
City, State: Nantucket, MA

Client: Jacobs/ P. Vasiliou

P.O.Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com File Name : 133493 AA Site Code : E2X67300

Start Date : 8/30/2013

			lacy La rom No				100000	South rom Ea					rport Ro					South rom We			
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Tum	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis																					
Peak Hour fo	r Entire	Inters	section	Begin	s at 04:0	DO PM															
04:00 PM	12	0	3	0	15	6	54	20	0	80	18	2	34	0	54	38	55	9	0	102	251
04:15 PM	7	1	2	0	10	8	53	25	0	86	11	1	41	0	53	45	47	12	0	104	253
04:30 PM	10	1	1	0	12	1	66	22	0	89	21	0	36	0	57	45	44	13	0	102	260
04:45 PM	5	2	4	0	11	4	39	19	0	62	20	3	47	0	70	42	52	8	0	102	245
Total Volume	34	4	10	0	48	19	212	86	0	317	70	6	158	0	234	170	198	42	0	410	1009
% App. Total	70.8	8.3	20.8	0		6	66.9	27.1	0		29.9	2.6	67.5	0		41.5	48.3	10.2	0		
PHF	.708	.500	.625	.000	.800	.594	.803	.860	.000	.890	.833	.500	.840	.000	.836	.944	.900	.808	.000	.986	.970
Cars	32	4	10	0	46	19	207	85	0	311	70	6	155	0	231	164	188	41	0	393	981
% Cars	94.1	100	100	0	95.8	100	97.6	98.8	0	98.1	100	100	98.1	0	98.7	96.5	94.9	97.6	0	95.9	97.2
Heavy Vehicles	2	0	0	0	2	0	5	1	0	6	0	0	3	0	3	6	10	1	0	17	28
% Heavy Vehicles	5.9	0	0	0	4.2	0	2.4	1.2	0	1.9	0	0	1.9	0	1.3	3.5	5.1	2.4	0	4.1	2.8



PRECISION D A T A INDUSTRIES,LLC

P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com

Start		Main Exit W	і ′В			Renta Car Ex WB	it			Comb ed	in		30-Aug- 13	
Time	A.M.		P.M.		A.M.	****	P.M.		A.M.		P.M.		Fri	
12:00	0		38		0		6		0		44			
12:15	-1		44		0		4		1		48			
12:30	2		42		0		6		2		48			
12:45	0	3	48	172	0	0	3	19	0	3	51	191		
01:00	0		52		0		8		Ō		60			
01:15	0		66		0	40	11		0		77	237		
01:30	0		50		0		8		0		58	0/1		
01:45	Ö	0	36	204	0	0		33	0	0		(837.)	Mid	
		U		204		U	6	33		U	42	zon	10.9	
02:00	0		34		0		2		0		36			
02:15	0		52		0		8		0		60		. / .	
02:30	0		72		0		0		0		72	2	e V	
02:45	0	0	69	227	0	0	2	12	0	0	71	(239)	•	
03:00	0		76		0		12		0		88			
03:15	0		36		0		9		0		45			
03:30	0		35		0		1		0		36			
03:45	0	0	30	177	Ö	0	Ö	22	Ő	0	30	199		
04:00	Ö	•	26	A.A. A.	ő	U	3	~~	0		29	155		
04:15	0		34		0		3		0		37			
04.15														
04:30	1	191	28		0		2	92028	1		30	15.150.21		
04:45	0	1	35	123	0	0	2	10	0	1	37	133		
05:00	3		28		0		2		3		30			
05:15	1		26		0		8		1		34			
05:30	2		30		0		3		2		33			
05:45	4	10	32	116	0	0	7	20	4	10	39	136		
06:00	8		24		0		4		8		28			
06:15	4		28		2		4		6		32			
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		20		404		0	2	40	8	0.4	50	(400	pm V	
06:45	12	32	34	134	0	2	2	12	12	34	36	(146		
07:00	17		26		1		0		18		26			
07:15	12		26		2		0		14		26			
07:30	13		40		2		4		15		44			
07:45	26	68	16	108	6	11	2	6	32	79	18	114		
08:00	28		24		5		0		33		24			
08:15	22		16		4		0		26		16			
08:30	38		15		3		1		41		16			
08:45	52	140	18	73	4	16	2	3	56	156	20	76		
		140		73		10		3		130		70		
09:00	68		10		4		0		72		10			
09:15	60		17		6		0		66		17			
09:30	24		10		4		0	100	28	500000	10	, Kinasa		
09:45	17	169	12	49	2	16	2	2	19	185	14	51		
10:00	30		7		5		1		35		8			
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10:30	29		5		4		0		33		5			
10:45	36	121	O	15	5	18	Ö	1	41	139	0	16		
11:00	34		2	10	8	10	2		42	.00	4	10		
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11:30	32	400		4	2	00	0	•	34	450	0	^		
11:45	34	130	0	4	8	22	0	2	42	152	0	6		
Total	674		1402		85		142		759		1544			
Percent	88.8%		90.8%		11.2%		9.2%					1		
												V		
Day Total		207	76			227	7			( 230	3			
1993									6					
	00.00	1050	02:15	_	11:00	_	01:00	-	08:30	_	02:15		24 1 <u>2</u> V	
Peak	08:30													
Peak Vol.	08:30 218	12	269	_	22		33	0.000	235	422	291	200		



D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Start		Mair Exit W	n /B			Renta Car Ex WB	al kit			Combi ed	n		31-Aug-	
Time	A.M.		P.M.		A.M.	VVD	P.M.		A.M.		P.M		Sat	
12:00	0		37		0		2		0		39			
12:15	2		62		0		10		2		72			
12:30	0		44		0		6		0		50			
12:45	0 -	2	32	175	Ö	0	18	36	Ö	2	50	211		
01:00	0	_	48	175	o	U	8	30	0	2	56	211		
01:15	0		57		0		10		0		67			
01:30	1		32		0	123	12		1		44			
01:45	0	1	28	165	0	0	12	42	0	1	40	207		
02:00	0		54		0		8		0		62			
02:15	0		31		0		4		0		35			
02:30	0		73		0		6		0		79	1		
02:45	0	0	38	196	0	0	16	34	0	0	54	(230)	mis	
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			26		0		5		0		31			
03:30	0		27	212	0	227	3		0		30	0.00		
03:45	0	0	20	99	0	0	2	20	0	0	22	119		
04:00	0		22		0		3		0		25			
04:15	0		14		0		0		0		14			
04:30	1		20		0		4		1		24			
04:45	0	1	10	66	0	0	5	12	0	1	15	78		
05:00	2		18		Ö		4		2		22			
05:15	3		17		Ö		1		3		18	All Control of		
	3				0									
05:30	2 1	0	14	C 4		0	3	40	2	40	17	70		
05:45		8	15	64	2	2	4	12	3	10	19	76		
06:00	1		12		. 0		5		1		17			
06:15	0		10		2		0		2		10			
06:30	6		10		0		0		6		10			
06:45	4	11	14	46	1	3	2	7	5	14	16	53		
07:00	10		13		0		5		10		18			
07:15	14		12		1		2		15		14			
07:30	8		14		3		ō		11		14			
07:45		48		48		c		7		F.4				
	16	40	9	40	2	6	0	7	18	54	9	55		
08:00	20		7		8		1		28		8			**
08:15	23		11		6		2		29		13			
08:30	35		5		2		0		37		5			
08:45	40	118	4	27	10	26	0	3	50	144	4	30		
09:00	74		3		12		0		86		3			
09:15	60		2		4		0		64		2			
09:30	39		4		10		ő		49		4			
09:45	26	199	4	13	4	30	o	0		229		13		
		199		13		30		U	30	229	4	13		
10:00	36		3		8		1		44		4			
10:15	30		1		4		0		34		1			
10:30	32		0		10		0		42		0			
10:45	30	128	0	4	10	32	0	1	40	160	0	5		
11:00	48		0		10		0		58		0			
11:15	42		2		6		0		48		2			
11:30	58		ō		13		0		71		ō			
11:45	54	202	0	2	1	30	0	0	55	232	- 0	2		
		202				30			047	232				
Total Percent	718 84.8%		905 83.9%		129 15.2%		174 16.1%		847		1079			
Day Total		162	23			30	3			192	16			
Peak	08:45	-	02:00	-	10:45	-	00:45	-	08:45	-	02:00	-	-	-
Vol.	213		196	-	39	-	48	-	249	-	230	(i = )	-	-
P.H.F.	0.720		0.671		0.750		0.667		0.724		0.728			



P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com

01:00	P.M. 41 26 42 39 40 32 28 1 36 39 35 48 2 54 33 26 22 16 20 12 18 20 23 24 13 15 14 18 10	148 136 176 107 70 89	A.M. 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 2	P.M. 5 2 4 3 4 14 5 7 5 2 8 6 12 2 8 3 2 4 3 10 3 8 0 4 6 7 6 6	14 30 20 22 17 24	A.M. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 2 0 2	P.M. 46 28 46 42 44 46 33 43 44 40 50 62 39 38 24 28 30 19 22 16 21 30 26 31 31 31 31 31 31 31 31 31 31	162 166 196 129 87	M <sub>1</sub> J	
12:15	26 42 39 40 32 28 1 36 39 35 48 2 54 33 26 22 16 20 21 21 22 28 21 21 21 21 21 21 21 21 21 21 21 21 21	136 176 107 70		0 0 0	2 4 3 4 14 5 7 5 5 2 8 6 12 2 2 8 3 2 4 3 10 3 8 0 4 6 7 6 7 6	30 20 22 17	0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0	1 2 0	28 46 42 44 46 33 43 44 40 50 62 39 38 24 28 30 19 22 16 21 30 26 31 31 31 31 31 31 31 31 31 31 31 31 31	166 196 129 87		
12:30       0         12:45       0         01:00       0         01:15       0         01:30       0         01:45       1         02:00       0         02:15       2         02:30       0         02:45       0         03:00       0         03:15       0         03:30       0         03:45       0         04:00       0         04:15       0         05:00       0         05:15       1         05:00       0         05:45       1         06:30       2         06:45       6       1         07:00       3         07:15       7         07:30       18         07:45       12       4         08:00       17         08:15       20         08:30       36         08:45       34       10         09:00       36         09:15       33         09:30       23         09:45       30       12 <td>42 39 40 32 28 1 36 39 35 48 2 54 33 26 22 16 20 21 22 18 20 23 24 25 26 27 28 29 20 21 21 21 22 23 24 25 26 27 28 28 29 20 21 21 21 21 21 21 21 21 21 21</td> <td>136 176 107 70</td> <td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 0 0</td> <td>4 3 4 14 5 7 5 5 2 8 6 12 2 2 8 3 2 4 3 10 3 8 0 4 6 7 6 7 6</td> <td>30 20 22 17</td> <td>0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>1 2 0</td> <td>46 42 44 46 33 43 44 40 50 62 39 38 24 28 30 19 22 16 21 30 26 36 13 17 21</td> <td>166 196 129 87</td> <td></td> <td></td>	42 39 40 32 28 1 36 39 35 48 2 54 33 26 22 16 20 21 22 18 20 23 24 25 26 27 28 29 20 21 21 21 22 23 24 25 26 27 28 28 29 20 21 21 21 21 21 21 21 21 21 21	136 176 107 70	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	4 3 4 14 5 7 5 5 2 8 6 12 2 2 8 3 2 4 3 10 3 8 0 4 6 7 6 7 6	30 20 22 17	0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 0	46 42 44 46 33 43 44 40 50 62 39 38 24 28 30 19 22 16 21 30 26 36 13 17 21	166 196 129 87		
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P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com

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01:15	0		57												
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04:00	1		30												
04:15	3		37												
04:30	1		31												
04:45	i	6	32	130											
05:00	6	O	23	100											
05:15	3		36												
05:30	11		29												
05:45	13	33	33	121											
06:00		33	33	121											
06:45	8		40			19									
06:15	5		40												
06:30	10	45	31	(100)	Pm	V									
06:45	22	45	26	(130)	1										
07:00	16		23												
07:15	22		34												
07:30	30		29												
07:45	37	105	18	104											
08:00	37		26												
08:15	34		11												
08:30	46		10												
08:45	74	191	16	63											
09:00	74		8												
09:15	46		11												
09:30	38		4												
09:45	34	192	3	26											
10:00	25		3 5 5 2 0												
10:15	25		5												
10:30	33		2												
10:45	39	122	0	12											
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Total	852	,00	1409												
	002		100.0												
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			/0	9											
ay Total		226	1												
ay rotar		220													
Peak	08:30	-	02:15	_	_	:=	<u> </u>	_	- E	<u>.</u>	_	-	-		
	400000000000000000000000000000000000000		000												
Vol.	240	_	262	=	-	-	<u>≅</u>	-	-		-	-	-		



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Start		EB											2	Sat	
Time	A.M.		P.M.	Sec									3	1-Aug- 13	
12:00	1		46												
12:15	1		38												
12:30	0		. 41												
12:45	. 0	2	80	205											
01:00	0		58												
01:15	1		41												
01:30	0		51												
01:45	Ö	1	39	189											
02:00			45	103											
	0		45												
02:15	0		52												
02:30	0	•	62	400											
02:45	0	0	33	192											
03:00	0		28												
03:15	0		22												
03:30	0		26												
03:45	0	0	23	99											
04:00	1		14												
04:15	4		14												
04:30	1		22												
04:45	3	9	17	67											
05:00	5	9	20	01											
05:15	4		15												
	4 7														
05:30	7	00	18	70											
05:45	7	23	17	70											
06:00	1		12												
06:15	4		10												
06:30	10		14												
06:45	8	23	10	46											
07:00	17		8												
07:15	28		9					*							
07:30	25		10												
07:45	21	91	12	39											
08:00	27	0.1	6	00											
08:15	42		8												
08:30			4												
00.30	51	101	4	00											
08:45	71	191	2	20											
09:00	82		1												
09:15	48		4												
09:30	51		1												
09:45	43	224	3	9											
10:00	42		2												
10:15	42		0												
10:30	41		0												
10:45	52	177	0	2											
11:00	50		0	-											
11:15	60		2												
11:30	72		0												
11:45	60	242	0	2											
Total	983	242			-										
Total	983		940												
Percent			100.0 %		0.0%		0.0%								
ay Total		192	3												
Dook	08:30	_	00:45	_	121	10	_						_		
	00.00	3.00	00.40	-	(-7)	100	F	-	1075	5	-	3.5	-	10.0	
Peak Vol.	252		230						1000						



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Start		EB											Sun	
Time	A.M.		P.M.										Sun 01-Se 13	p-
12:00	0		35											
12:15	0		33											
12:30	0		48											
12:45	0	0	38	154										
01:00	0		44											
01:15	0		34											
01:30	1		36											
01:45	Ó	1	36	150										
02:00	Ö	- 1	60											
02:15	1		36											
02:30	Ó		55											3
02:45	Ö	1	43	194										
03:00	0		30	134										
03.00			24											
03:15	0		24											
03:30	0	0	22	00										
03:45	0	0	20	96										
04:00	0		26											
04:15	3		16											
04:30	0		26	0.0										
04:45	2	5	18	86										
05:00	1		17											
05:15	1		26											
05:30	7		25											
05:45	4	13	24	92										
06:00	9		10											
06:15	4		15											
06:30	10		15											
06:45	8	31	22	62										
07:00	5		10											
07:15	19		11											
07:30	21		8											
07:45	18	63	3	32										
08:00	19	00	6	02										
08:15	40		8 3 6 2											
08:30	57		4											
08:45	49	165	4	12										
00.45		103	0	12										
09:00	30		6		9									
09:15	32		6											
09:30	29	405	1	4.5										
09:45	34	125	2	15										
10:00	30		1											
10:15	28		4											
10:30	33		1											
10:45	35	126	1	7										
11:00	32		0											
11:15	36		0											
11:30	40		0											
11:45	44	152	1	1										
Total	682		901											
			100.0											
Percent			%		0.0%		0.0%							
ay Total		158	33											
	08:15	158		_	_	-	2)	-2	_	_	2	382		
Peak Vol.	08:15 176	158	02:00 194	-	- -	-		¥	4	_	-	81		



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Start		EB											Mon	
Time	A.M.		P.M.										02-Sep- 13	
12:00	0		54										- Marie - Mari	
12:15	1		38											
12:30	2		43											
12:45	0	3	72	207										
01:00	0		68											
01:15	0		62											
01:30	0		55											
01:45	0	0	52	(237)	mi-D									
02:00	0		38		-19									
02:15	0		54		,									
02:30	0		46											
02:45	0	0	44	182										
03:00	0		44											
03:15	Ö		48											
03:30	Ö		50											
03:45	ő	0	47	189										
04:00	Ö	U	35	100										
04:00	3		41											
04:13	4		31											
04:45	6	13	23	130										
05:00	4	13	37	(130	)									
05:15	6		36											
05:30	20 10	40	32	100										
05:45		40	24	129										
06:00	16		19											
06:15	10		22											
06:30	17	=0	26											
06:45	9	52	22	89										
07:00	19		22											
07:15	25		24											
07:30	32	II mare a	21	(Alcomo										
07:45	24	100	14	81										
08:00	28		6											
08:15	32		5											
08:30	53		8											
08:45	48	161	1	20										
09:00	48		2											
09:15	49		3											
09:30	51		2											
09:45	43	191	2 3 2 2 1	9										
10:00	57		1											
10:15	50		2											
10:30	57		1											
10:45	57	221	0	4										
11:00	49		.1	1750 P.Tr										
11:15	54		Ö											
11:30	56		1											
11:45	56	215	Ó	2										
Total	996	210	1279	_			W-10-1						-	
	330		100.0											
Percent			%		0.0%		0.0%							
ay Total		(227												
ay rotar		-												
Peak	10:00	-	00:45	-	-	=	-	-	-	-	-	5	=	
Vol.	221	-	257	-	-	8	-	_	-	_	_	4		
P.H.F.	0.969		0.892											

## Capacity Analysis

ntersection									15.79.3	di.		
ntersection Delay, s/veh	16.7											
ntersection LOS									The state of the s	VAP		YVV
/lov@ment	EBL	37	E3R	WBL	Wet	WBR	KBL	TEK	NBR	ଞ୍ଚା	831	<b>§</b> 3
/ol, yeh/h	21	159	172	65	158	- #: <b>7</b>	195	3	86	6	4	4 - 19
Peak Hour Factor	0.88	0.88	0.88	0.79	0.79	0.79	0.75	0.75	0.75	0.66	0.66	0.60
leavy Vehicles, %	5	5	5	10	10	10	2	2	2	3	3	
∕lvmt Flow	24	181	195	82	200	9	260	4	115	9	6	29
Number of Lanes	0	A (1)	4.0,4	0.	1.741	0	T 14 14 0 1 3	1		0	1	e ve w

Approach	<b>5</b> 0		NS	83
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	englike i-			表表表 1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1			
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	. <b>1</b> 111 4	學學學。由于這樣的學學學	AZDATA AZZZZANIA	
HCM Control Delay	17.2	15	18.2	10.1
HCM LOS	C .	B. Carrier		Branch Branch

Leng to the same	No Marin	[334]	Walmi	<u>ଞ୍ଜମ୍ୟା</u>						
Vol Left, %	69%	6%	28%	21%						
Vol Thru, %	1%	45%	69%	14%						
Vol Right, %	30%	49%	3%	66%						
Sign Control	Stop	Stop	Stop	Stop		. Longered E.E.				
Traffic Vol by Lane	284	352	230	29		~~~				
LT Vol	3	159	158	. 4						
Through Vol	86	172	7	19	rajor ja annagana Tarananana Tar	ner a considir of 48 makes absences about a	er e verenum negeri wering geregenin inge		5/W doors	considerate que la litera arquière la laterate y la resignar y
RT Vol.	195	21	65	6				·	يبودا سنودالاست نستشانات	
Lane Flow Rate	379	400	291	44		and the control of th	~~·	****		
Geometry Grp		1	1019					ار این است. میشند میسد سندسد		
Degree of Util (X)	0.62	0.615	0.492	0.08			wineses Accession 5 keV delay democracy units	n e que su procumentarios un squ	the of the second contract of the second cont	
Departure Headway (Hd)	5.898	5.537	and the second	6,547	ا داران الاستادات بالرحدادات					
Convergence, Y/N	Yes	Yes	Yes	Yes		200 Omga/11 y 1-4-1, g	·····	^-fue.v =	producerona va a versa establishe	ggrammangraman manan sama sama bara aya samanahahang
Cap	610	648	588	551	4.374			ل المراكب المر المراكب المراكب المراك		
Service Time	3.979	3.621	4.18	4.547		The state of the s	on your envisorment, management with any	Name of Participation o	and the second s	
HCM Lane V/C Ratio	0.621	0.617	بستونية فيتسبب والمسرون والمستحد	0.08						
HCM Control Delay	18.2	17.2	15	10.1	and the second of the second o	lano occidente de la companya de la	· · · · · · · · · · · · · · · · · · ·	~~	month and the second second second	Special Colonia C. S. S. Sans Francisco
HCM Lane LOS	C	C	В	В		Carrier .			<u> </u>	
HCM 95th-tile Q	4.3	4.2	2.7	0.3			•			
		with the second				****				***************************************

<sup>~:</sup> Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

intersection							
Intersection Delay, s/veh	4.6						
The second secon				***************************************	- Andrew Commission of the Com	A CONTRACTOR OF THE PARTY OF TH	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Movement	WBL	WER	NET	NBR	S3L S3	Î	
Vol. veh/h	0	Wala O	130	1	251 6		
Conflicting Peds, #/hr	0	0	0	0		)	
Sign Control	Stop	Stop	Free	Free	Free Free	) ·	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
RT Channelized	-	None	A 100mm A 1 mm March 100mm 1 March 100mm A 100mm 1 A 100mm 1	None	- None	}	An the sense of the transfer of the sense of
Storage Length				414) · .=	-	7	
Veh in Median Storage, #	0	-	0	-	- (	)	ママル W へい 100 k k (中)
Grade, %	0		0		- 1		
Peak Hour Factor	92	92	92	92	92 92		
Heavy Vehicles, %	2	<u> </u>	2	2		2	
Mvmt Flow	0	0	141	1	273 67	7	
(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		in rain					
Mejor//Whoor	Minori		Kajori		Meior2		
Conflicting Flow All	755	142	41.4.4.4.4.4.0°	0		) it is a significant	And the second s
Stage 1	142		-		e.		ar a security desired and a security of the second of the
Stage 2	613		m. m		- Last -		The state of the s
Follow-up Headway	3.518	3.318		land-garmanagan e depagnikasa da	2.218	_	and the same of
Pot Capacity-1 Maneuver	376	906			1441		
Stage 1	885	_	_		manna and high an ann an an ann an ann an ann an ann an a		and the second s
Stage 2	541	i Mightin		7 - S. A.J.	ALIK ACE Mend		
Time blocked-Platoon, %	ana di manandi anta Tamadi (1966) wa ka 66 may na 36 kili ingan	Mataure	-	_		entricum andre armenia and any	······································
Mov Capacity-1 Maneuver	302	906			1441		T The common and a second control of the control of
Mov Capacity-2 Maneuver	302	Y 4"		-		-	No. to 197. https://doi.org/10.1001/2001/2001/2001/2001/2001/2001/2
Stage 1	885		uran dage "d	i ne gluž			
Stage 2	434	Fig. 11 7 - A.	, re and the control of the control	-	-	-	A man white work as over 3 to 1 to
Company and the second			4127774		Little of the state of the stat		
Argaroech	WB		NB		83		
HCM Control Delay s		Marie III		2.17.19.27	6.5		
HCM LOS	Α			- 14 h	::::::::::::::::::::::::::::::::::::::	<u> </u>	And the state of t
A control of the cont		Andrew Company of the	a salah dimeningan asumbalah ad reveransa	127.65.255			
Wester I case //White Whom!		view view	way Z	622			
Minor Lane / (Major (Mymt	The state of the s	NBT NBR	William Sel	SST/			The second secon
Gapacity (veh/h) HCM Lane V/C Ratio	A. W. 1		0 1441			retar 1	
HCM Control Delay (s)	7.858a - 3. 1942a		+ 0.189 0 8.081	- - :::::::::::::::::::::::::::::::::::		2014	
HCM Lane LOS	A Company of the Comp			0		Alan samerana e la desaria.	and the second s
HCM 95th %tile Q(veh)		A	A A + 0.697	Α -	e e a dicha a manusus a un a maniu di a ban a un a maniu di a		
Common Paris Anna Anna Anna Anna Anna Anna Anna Ann			+ 0.697			Andrews .	
Notes		2.3					
~: Volume Exceeds Capacit	y;\$:DelayE	xceeds 300 Se	conds; Error : Com	putation N	ot Defined		

				- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	DE CE				
Intersection Delay, s/veh	3.7					<u> </u>	7		
intersection Delay, Siven	0.1	renganianese resampionadore i reformaniquimoniqui	And the second s	12.15.5			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		ZELL
Vexagent	WELL	WBR	NET NET	NER :	SEL	SIT'			and the substitution of th
Vol. veh/h	Web.	239	130	0	<u> </u>	<u>্</u> ডভা		XXX XXX	
Conflicting Peds, #/hr	0	0	0	0	0	ः <u>२०</u> १७. । 0	THE DAY 25 THE TO	230 - 735 - 200 H.S.	<u> </u>
Sign Control	Stop	Stop	Free	Free	Free	Free			Jana 1
RT Channelized		None		None		None	والمراد المادية والمرادة والم		
Storage Length	34 ft. 0 5 4 5								
Veh in Median Storage, #	0	· · · · · · · · · · · · · · · · · · ·	0	•	•	0		oue in C. I are ninguiste ariticipo, igua, igu	
Grade, %	0.4		0.			0,	2. 3	N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Peak Hour Factor	92	92	92	92	92	92			across of the second se
Heavy Vehicles, %	2	2	2	2	2	4. ip. 22			
Mvmt Flow	1	260	141	0	0	340	ooonooniiniida oogooniidaa goooniiniida araaanii ka araaaniida araaaniida	emment et ninkki kappinin kalibrin karibrin karibrin karibrin karibrin karibrin karibrin karibrin karibrin kar	160g-1560-5-00
			بالمناح والمستحد والمراد			lo (PY)	14 - 14 (1) PC		
Virjay/Minor	Minori		Wellori	in it i	Ma orê				
Conflicting Flow All	481	141	0	14440	141	¥			rait ata iy
Stage 1	141			-	_	_	and the state of an area of	anne de la compania del la compania de la compania del la compania de la compania del la compania de la compani	<u> </u>
Stage 2	340		***					C TV	
Follow-up Headway	3.518	3.318	-	-	2.218	-	70-27		and the second s
Pot Capacity-1 Maneuver	544	907	A CONTRACTOR OF THE CONTRACTOR	o Charles - Anna Anna Anna Anna Anna Anna Anna An	1442	100 100 100 100 100 100 100 100 100 100	white the same as		
Stage 1	886	-		-	-	-	V-0		·
Stage 2	721								
Time blocked-Platoon, %	·			***			A Marian Language Lan	مثيمة التكافع محمد متاب المتابات المتاب	
Mov Capacity-1 Maneuver	544	907			1442			and a special	
Mov Capacity-2 Maneuver	544	Martine de de la martine de la companya della companya della companya de la companya de la companya della compa		-	-	***********		77.863	-7:02-1-11-11
Stage 1	886 721	A CONTRACTOR OF THE STATE OF TH						SPEC	
Stage 2	141	Anna and an in a side of the annual side of the side o							
The first state of the state of					- Carlos Carlos - Lac	lia, imalia, mila,		Harana Manada	C C.
Approach	WB .		NB NB		83				
HCM Control Delay, s	10.6		A.Orégin Ligaç		- <b>1</b>				yle, yışı
HCM LOS	В				مار در المسائد المسائد المسائد المسائد				mentos ta mentenimiententenis.
	idaina dala							aktika da kiji a a da a a a a a	
Minor Lane / Major Mymit	[0]	ar Mar Wal	aii 83L	Sei			19.1		
Capacity (veh/h)	Agricological and an infanta fine an infanta fine and an infanta fine and an infanta fine and an infanta fine and an infanta fine analysis and an infanta fine an infanta fine analysis and an infanta fine an infanta fine analys	·	04 1442		27 44	JANE 1984		Kinda served developed planet annu	
HCM Lane V/C Ratio		0.2	89 -	- word to Make books and	occordence of the State of the	- c		account is a search distinct condition in a sea of a de-	nan a dame mann makiligiliya yê
HCM Control Delay (s)		- 10	.6 0						
HCM Lane LOS	The state of the s		В А	Value of the second of the sec	y			arms in the migrate of the second	
HCM 95th %tile Q(veh)		- 1.1	99 0						
Notes									E
~: Volume Exceeds Capaci	tv: \$ : Delay Exc	eeds 300 Seconds	: Error : Com	outation N	ot Define	ed to the left	Calciferation 1		Mile of
	-,, <del>, , , , , , , , , , , , , , , , , ,</del>			- awardir II		-4	F 11 17 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	*	التنسينين

Intersection												
Intersection Delay, s/veh	15.6						, , , , , , , , , , , , , , , , , , , ,				-	
	6											
Movement			<b>EB</b> R	Wal	Weir	WER	NBL.	NBT	NBR	SBL	\$ <b>3</b> 11	SBR
Vol, veh/h	42	198	170	86	212	. 19	158	6	70	10	4:	- 34
Peak Hour Factor	0.99	0.99	0.99	0.89	0.89	0.89	0.84	0.84	0.84	0.80	0.80	0.80
Heavy Vehicles, %	4	4	4	2	2	2	1	) <del>  1</del>	1	4	4	4
Mvmt Flow	42	200	172	97	238	21	188	7	83	12	5	42
Number of Lanes	, (0	1.	- 15 <b>0</b> 1	0	- 1441	0	34 <b>30</b> 13	1.	0	0	48 6 <b>1</b>	·
					W	S. mm. silian Australia Australia VIII and and and	*** **********************************	do l'amilio de Van e la constitución e				

Aggosch	<b>E</b> 8	. Wi∋		<b>8</b> 8
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2 1885 <b>1</b>			
Conflicting Approach Left	t SB	NB	EB	WB .
Conflicting Lanes Left				
Conflicting Approach Rig	ht NB	SB	WB	EB
Conflicting Lanes Right	1			
HCM Control Delay	17	15.8	14.4	10.2
HCM LOS	C		B. C. Land	B

Lane	ige of Malinia	1 <u>=</u> [3]10(1	William	<u>ଞ୍ଜ୍ୟାଲ</u>		
Vol Left, %	68%	10%	27%	21%		
Vol Thru, %	3%	48%	67%	8% -		
Vol Right, %	30%	41%	6%	71%		
Sign Control	Stop	Stop	Stop	Stop		The same of the sa
Traffic Vol by Lane	234	410	317	48		
LT-Vol	. 6	198	212	4		
Through Vol	70	170	19	34		
RT Vol	158	42	86	10		
Lane Flow Rate	279	414	356	60		·
	1	: W .: 1	(.4)	1.	A second	to by the second
Degree of Util (X)	0.468	0.62	0.561	0.107		
Departure Headway (Hd)		5.387	5,666	6.438		What is been a shared with the provided by the shared of t
Convergence, Y/N	Yes	Yes	Yes	Yes	M. W. Hallatelline	
Cap	591	667	630	560		
Service Time	4.127	3.464	3.747	4.438		
HCM Lane V/C Ratio	······································	0.621	0.565	0.107	***************************************	
HCM Control Delay	14.4	17	15.8	10.2		
HCM Lane LOS	В	С	С	В	• V	
HCM 95th-tile Q	2.5	4.3	3.5	0.4		
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		

<sup>~:</sup> Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

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Interesection								ă.	
Intersection Delay, s/veh	2.7								
The second of th		The state of the s							
Movement	Wal_	W/3R	NBT	NER	<u>831</u>	837			
Volaveh/h	0.4		100	4-1-	. 130≟⊴	143		Logica V	3.200
Conflicting Peds, #/hr	0	0	0	0	0	0	The second secon	raining softened whome	Activities and the second
Sign Control	Stop	Stop	Free	Free	Free	Free			3 (a. 14)
RT Channelized	-	None	-	None	-	None	, a		all a little day day groups, maybood one coupe gaze at \$
Storage Length							Harry Name		
Veh in Median Storage, #	0	-	0	-		0			
Grade; %:				4	: y <b>y</b> 1777	0		(SINGERIC	
Peak Hour Factor	92	92	92	92	92	92		#V-V	
Heavy Vehicles, %	2 (3)		2	2	-2	2			
Mvmt Flow	0	0	109	. 1	141	155	MARIN WAY TO THE REAL PROPERTY OF THE PARTY		أدفع فالمساعدة والمستعمل فأحافظ
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Stage 1	109			-	-	-	***************************************		enterente di Sagara enterente della constitución del
Stage 2	438		(1						
Follow-up Headway	3.518	3.318	-	-	2.218	-		· · · · · · · · · · · · · · · · · · ·	n handisma a marriado no criscinar e o se se ef
Pot Capacity-1 Maneuver	498	945			1480				
Stage 1	916		-		-	-			
Stage 2	651			y maren è		4			
Time blocked-Platoon, %					OCHUMUN DE CONTROL DE	-		a	
Mov Capacity-1 Maneuver	446	945			1480				
Mov Capacity-2 Maneuver	446	-	iiine.miliinine.v mirinė inc.//%/-mo.//	-	*****	-		************************	
Stage 1	916								
Stage 2	583		An an an desir described a service described in the first serv	-	- -	Aires and Children	in inimiministani e e e e e e e e e e e e e e e e e e e	***************************************	imálisku ámán kuma katáriná
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HCM LOS .	Α			·		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			
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HCM Lane V/C Ratio	Commission of the second second	······································	+ 0.095	-		in Carlotte Committee of the Committee o	Marin Care Comment		Alexandra de la grafia por la grafia de la grafia del la grafia del la grafia del la grafia de la grafia del la grafia de la grafia de la grafia del la grafia d
HCM Control Delay (s)			0 7.689	-					
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RT Channelized	-	None	-	None	-	None			
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eak Hour Factor	92	92	92	92	92	92			
leavy Vehicles, %	2.2	<u> </u>	2.	<b>2</b>	3 2 2 T	2	4. Harak		
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